













## Merchant Vessels in Hongkong Harbour.

Exclusive of late arrivals and departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the bay C. The Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section.	Vessel's Name.	Flag and Reg.	Tons.	Date of Arrival.	Businesses or Agents.	Destination.	Remarks.
1. From Green Island to the Gas Works.	Activ	Hygon	Dan.	str.	355 Aug.	Chinese	Haihow, &c.
2. From Gas Works to the Harbour Master's Office.	Amigo	Bandixon	Ger.	str.	771 July	10 Vicer & Co.	7th inst.
3. From Harbour Master's Office to the P. and O. Co.'s Office.	Bantam	Bergh	Dutch	str.	1457 July	19 Vicer & Co.	9th inst.
4. From P. and O. Co.'s Office to the Naval Yard.	Benago	Negri	Italian	str.	1498 July	3 G. L. & Co.	10th inst.
5. From Naval Yard to the Gas Works.	Cape Colony	Alston	Brit.	str.	1897 Aug.	4 Jardine, Matheson & Co.	10th inst.
6. From Gas Works to the Harbour Master's Office.	Cheong Chee	Webb	Brit.	str.	1213 Aug.	4 Chinese	10th inst.
7. From Harbour Master's Office to the P. and O. Co.'s Office.	China	Sabury	Amer.	str.	598 July	27 P. M. S. S. Co.	10th inst.
8. From P. and O. Co.'s Office to the Naval Yard.	China	Voss	Ger.	str.	1240 July	29 Melchers & Co.	10th inst.
9. From Naval Yard to the Gas Works.	Chow Fa	Phillips	Brit.	str.	1907 Aug.	3 Yuen Fat Hong	10th inst.
10. From Gas Works to the Harbour Master's Office.	Chung	Ward	Ger.	str.	623 Aug.	3 R. R. Mary	10th inst.
11. From Harbour Master's Office to the P. and O. Co.'s Office.	Cyprus	Asquith	Brit.	str.	1420 Aug.	4 Butterfield & Swire	10th inst.
12. From P. and O. Co.'s Office to the Naval Yard.	Doravongse	Anderson	Brit.	str.	1057 Aug.	1 Yuen Fat Hong	10th inst.
13. From Naval Yard to the Gas Works.	Doris	Ruben	Ger.	str.	774 Aug.	5 Butterfield & Swire	10th inst.
14. From Gas Works to the Harbour Master's Office.	Estimada	Taylor	Brit.	str.	968 Aug.	4 Yuen Fat Hong	10th inst.
15. From Harbour Master's Office to the P. and O. Co.'s Office.	Gisela	Kosovich	A-Hun	str.	2043 Aug.	1 Jardine, Matheson & Co.	10th inst.
16. From P. and O. Co.'s Office to the Naval Yard.	Gey. Gen. St. Jacob	Blind	Dutch	str.	1590 Aug.	30 M. S. N. Co.	10th inst.
17. From Naval Yard to the Gas Works.	Hain Fung	Ward	Ger.	str.	1057 Aug.	4 Jardine, Matheson & Co.	10th inst.
18. From Gas Works to the Harbour Master's Office.	Independent	Scholar	Ger.	str.	1125 July	11 W. & S. Co.	10th inst.
19. From Harbour Master's Office to the P. and O. Co.'s Office.	Lokan	Moncur	Brit.	str.	378 Aug.	4 Jardine, Matheson & Co.	10th inst.
20. From P. and O. Co.'s Office to the Naval Yard.	Loo Bok	Benson	Brit.	str.	1949 Aug.	3 Yuen Fat Hong	10th inst.
21. From Naval Yard to the Gas Works.	Mogul	Golding	Brit.	str.	1827 July	30 Butterfield & Swire	10th inst.
22. From Gas Works to the Harbour Master's Office.	Nansa	Kuhler	Ger.	str.	962 Aug.	4 Douglas Steamship Co.	10th inst.
23. From Harbour Master's Office to the P. and O. Co.'s Office.	Peiyang	Kuhler	Ger.	str.	962 Aug.	4 Douglas Steamship Co.	10th inst.
24. From P. and O. Co.'s Office to the Naval Yard.	Pilot Fish	Stopani	Brit.	tug	161	1 A. M. D. Co.	10th inst.
25. From Naval Yard to the Gas Works.	Pollux	Giffen	Ger.	str.	893 July	30 Melchers & Co.	10th inst.
26. From Gas Works to the Harbour Master's Office.	Prosperta	Farrad	Brit.	str.	1567 Mar.	14 Chinese	10th inst.
27. From Harbour Master's Office to the P. and O. Co.'s Office.	Sikh	Rowley	Brit.	str.	1736 Aug.	4 DeWalt, Carhill & Co.	10th inst.
28. From P. and O. Co.'s Office to the Naval Yard.	Sisban	Rowley	Brit.	str.	875 Aug.	2 Kim Tye Long	10th inst.
29. From Naval Yard to the Gas Works.	Strathmore	Waring	Brit.	str.	1721 July	31 DeWalt, Carhill & Co.	10th inst.
30. From Gas Works to the Harbour Master's Office.	Tachow	Unsworth	Brit.	str.	802 July	24 Jensen & Co.	10th inst.
31. From Harbour Master's Office to the P. and O. Co.'s Office.	Tataris	Brautung	Ger.	str.	1578 July	24 Jensen & Co.	10th inst.
32. From P. and O. Co.'s Office to the Naval Yard.	Tasaul	Clegg	Brit.	str.	1919 Aug.	3 W. & S. Co.	10th inst.
33. From Naval Yard to the Gas Works.	Tencer	Riley	Brit.	str.	1802 Aug.	3 Butterfield & Swire	10th inst.
34. From Gas Works to the Harbour Master's Office.	Torridon	Byron	Brit.	str.	1109 July	31 John Andrew	10th inst.
35. From Harbour Master's Office to the P. and O. Co.'s Office.	Wingang	St. Croix	Brit.	str.	1517 July	31 Jardine, Matheson & Co.	10th inst.
36. From P. and O. Co.'s Office to the Naval Yard.	Vikang	Wahlstrom	Brit.	str.	887 Aug.	3 Jardine, Matheson & Co.	10th inst.

Vessel's Name.	Flag and Reg.	Tons.	Date of Arrival.	Businesses or Agents.	Destination.	Remarks.
Assyria	Dorier	Brit.	bge.	1118 July	3 Master	10th inst.
Charon Watana	Kock	Sim	bge.	664 July	29 Chinese	10th inst.
Cimbria	Pedersen	Dan	bge.	1126 June	9 Melchers & Co.	10th inst.
Emilia	Schult	15.4-m. sh.	1740 Aug.	3 Government	10th inst.	
Falls of Clyde	Edwards	15.4-m. sh.	1740 Aug.	3 Government	10th inst.	
Fung Sui	Mahony	Haw.	bge.	380 July	20 Shaw & Co.	10th inst.
Galveston	Jacobson	Ger.	bge.	619 July	23 W. & S. Co.	10th inst.
Habitat	Potter	Brit.	sh.	1619 May	14 Melchers & Co.	10th inst.
Henry Felling	Merriman	Amer.	sh.	1529 June	15 Jensen & Co.	10th inst.
Lacy A. Nichols	Nichols	Amer.	bge.	1135 June	1 Jardine, Matheson & Co.	10th inst.
Nam Shun Sing	Lok Li Tung	Chin.	3-m. sh.	268 Aug.	3 Yung Kee & Co.	10th inst.
Scorah	Morgan	Brit.	sh.	3332 May	17 Gilman & Co.	10th inst.

## Her Britannic Majesty's Ships on the China Station.

Name.	Flag.	Tons.	Grass.	H.T.	Capacity.	Where at.
Alorothy	despatch-vessel	1701	4	2180	Capt. George A. Callaghan	Yokohama
Archer	cruiser 3rd class	1779	6	—	Comd. Scott Rogers	Yokohama
Caroline	cruiser 3rd class	1140	14	1410	Capt. Ch. F. Notcock	ordered to Hongkong
Daphne	cruiser	1140	—	—	Commander Mac Arthur	Hongkong
Egria	surveying ship	710	—	—	Commander A. M. Field	Singapore
Flebrand	gunboat 2nd class	435	—	—	Lt. Com. Ravenhill	Singapore
Impetuous	gunboat 2nd class	435	—	—	Lt. Com. L. G. Tufnel	Yokohama
Leander	gunboat 2nd class	435	—	—	Capt. J. M. McQuah	Hongkong
Linnet	gunboat 2nd class	435	—	—	Capt. J. M. McQuah	Yokohama
Mercury	cruiser 2nd class	3740	13	7290	Comd. Chisholm Baites	Hongkong
Pallas	cruiser	2565	20	7500	Capt. Wilmet H. Fawkes	Yokohama
Pescos	gunboat 1st class	750	6	1200	Capt. Angus Macleod	Bangkok
Pigmy	gunboat 1st class	750	6	1200	Lt. Com. Ingram	Shanghai
Flower	gunboat 1st class	750	6	1200	Lt. Com. Phillips	Ban kok
Porpoise	cruiser 3rd class	1770	5	2500	Lt. Com. F. O. B. Addington	Yokohama
Rattler	gunboat 1st class	710	5	1200	Comd. Burre	Yokohama
Redpole	gunboat 1st class	710	5	1200	Lt. Com. G. H. Hugh	Shanghai
Seymour	cruiser 3rd class	4050	12	6000	Lt. Com. C. O. M. y	Hongkong
Swift	gun-vessel 2nd class	765	6	1915	Capt. Bunsdon	Hongkong
Tweed	g-t. 3rd class coast def. ship	303	3	310	Comd. Kirby	Hongkong
Victor Emanuel	receiving ship	6167	14	—	Comd. H. B. Palliser, R.N.	Hongkong
Wiven	coast defence ship, arm. vessel	2750	4	1450	Rear-Admiral in charge	Hongkong

Torpedo Boats in Reserve Nos. 8, 20, 35, 36, 37 and 38, first class; and 3 second class boats.

\* Flagship of Vice-Admiral the Hon. E. Fremantle, K.C.B., O.M.G.

H. B. M. Ships' tonnages, displacements and effective horse powers are given according to H. M. Navy list.

## Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Reg.	Tons.	Grass.	H.T.	Capacity.	Where at.
Admiral Korniloff	Russian cruiser	5000	—	—	Captain Elchaninoff	Nagasaki
Africa	Portuguese troopship	800	—	—	Captain Vianco	Hongkong
Albat	Russian gunboat	1020	8	—	Captain Paronago	Nagasaki
Albat	U. S. corvette	470	1	470	Captain Durand	Shanghai
Angio	Portuguese gunboat	462	—	—	Commander Journef	Kiukiang
Bengo	Portuguese gunboat	462	—	—	Captain J. J. Moreira	Macao
Charleston	U. S. cruiser	3730	8	—	Capt. Bory	Kobe
Comète	French gunboat	500	—	—	Capt. Darige de Fournet	Shanghai
Curatone	Italian gunboat	393	—	—	Capt. Olivari Antonio	Shanghai
Dilly	Portuguese gunboat	—	—	—	—	K'loou Dock
Forfait	French cruiser	2200	—	—	Captain Reclut	Nagasaki
Idis	German gunboat	489	4	330	Captain Bandisin	Nagasaki
Inconstant	French gunboat	800	—	—	Capt. Bory	Bangkok
Kaiserin Elizabeth	Austrian cruiser	4500	—	—	Captain A. R. v. Becker	Yokohama
Korogata	Russian gunboat	1200	—	—	Capt. Ph. Filisoff	Shanghai
Lancaster	U. S. cruiser	2120	—	—	Capt. McCormack	Nagasaki
Lion	French gunboat	460	—	—	Lieutenant Fapaix	Saigon
Latin	French gunboat	465	4	435	Captain Nony	Bangkok
Marion	U. S. corvette	1900	7	1170	Comd. Under Gridley	Yokohama
Manjoor	Russian cruiser	3000	—	—	Captain V. Brandt	Hankow
Monotony	U. S. ship	1370	6	1470	Lt. Com. Barber	Shanghai
Parant Azova	Russian cruiser	6500	—	—	Captain Bauer	Amoy
Palos	U. S. gunboat	423	6	593	Lt. Com. Rich	Nagasaki
Petrel	U. S. gunboat	884	—	—	Lt. Com. M. R. S. Mackenzie	Ou a cruise
Puivier	French gunboat	515	—	—	Lt. Com. Under Gridley	Haiphong
Reina Christina	Spanish cruiser	3000	—	—	Captain Piquin Thanez	Manila
Triumphante	French cruiser	4500	—	—	Capt. Borel de Brézillac	Saigon
Ullao	Spanish cruiser	1130	5	1500	Captain Diaz	Shanghai
Velasco	Spanish gunboat	1000	—	—	Captain Fernandez	K'loou Dock
Villars	French cruiser	2400	15	550	Captain Thomas	Shanghai
Vipers	French gunboat	480	—	—	Comd. Under Constella	Shanghai
Vitus	Russian cruiser	2500	—	—	Captain Zarin	Nagasaki
Wolf	German gunboat	384	6	340	Captain Kratschmann	Bangkok
Zabinka	Russian cruiser	800	—	—	Captain Domajrow	Shanghai

## SHIPPING IN CHINA, JAPAN, PHILIPPINES &amp; SIAM WATERS.

Vessel's Name.	Flag and Reg.	Destination.
Canton	Brit. str.	—
Krim	Norw. str.	—
Loomoon	Ger. str.	—
Mecfoo	Chi. str.	—
Taiwan	Brit. str.	—

In port on July 26, 1893.

## MERCHANT STEAMERS.

Alvise Seyd	German	—
Yang Ching	Chinese	—
Nankiang	British	—
Newchwang	British	—
Prosto	German	—

## MERCHANT SAILING VESSEL.

Sea Swallow	Brit. sch.	—
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## FOOCHOW.

In port on July 25, 1893.

## MERCHANT STEAMERS.

Haitan	British	—
Hsienlin	Chinese	—
Kowshing	British	—
Kwiyang	British	—
Sich	British	—

## MERCHANT SAILING VESSEL.

Cape City	Br. 3m. sch.	—
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## SHANGHAI.

In port on July 28, 1893.

## MERCHANT STEAMERS.

Boularig	British	—
Continental	Dutch	—
Ella	British	—
Hsienlin	Chinese	—
Kiangyin	Chinese	—
Kintuck	British	—
Kungai	Chinese	—
Malva	British	—
Manila	British	—
Oxus	French	—
Palmyra	British	—
Priyang	German	—
Shai	British	—
Smith	Chinese	—
Sual	British	—
Sural	British	—
Taku	British	—
Tenzer	British	—
Touan	Chinese	—
Yokohama Maru	Japanese	—
Yonaka	British	—

## MERCHANT SAILING VESSEL.

C. Roberts	Ger. bge.	—
Cochin	Brit. sch.	—
F. Suman	Amer. bge.	—
G. R. Skold	Amer. sh.	—
Hary Morris	Amer. bge.	—
John Corrie	Amer. sh.	—
John Smith	Amer. sh.	—
Modoo	Amer. bge.	—
Ophir	Brit. lighter	—
Shanghai	Brit. lighter	—
Sintau	Amer. sh.	—

## NAGASAKI.

In port on July 21, 1893.

## MERCHANT SAILING VESSEL.

Est-lla	Amer. bge.	—
Koma Maru	Japan. bge.	—

## YOKOHAMA.

In port on July 18, 1893.

C. N. Bennett	Amer. sh.	—
E. N. Harriman	Amer. bge.	—
Hefbi	Norw. bge.	—
Saipan	Amer. sch.	—
Sirone	Ger. sh.	—
St. Paul	Amer. sh.	—

## HONGKONG.

In port on July 19, 1893.

A. G. Ropes	Amer. sh.	—
Lillian	Brit. sh.	—

## MANILA.

In port on July 12, 1893.

## MERCHANT SAILING VESSEL.

Alexandra	Norw. bge.	—
Celeste Burrell	Brit. sh.	—
Ellen A. Road	Brit. sh.	—
Henriette	Ger. bge.	—
Hilario	Brit. sh.	—
Kingsport	Brit. sh.	—
Monrovia	Brit. sh.	—
Nicasia	Brit. bge.	—
N. S. del Carmen	Span. sh.	—
Patrician	Amer. sh.	—
Sto. Domingo	Span. str.	—
Teviot	Brit. str.	—
Yikesang	Brit. str.	—
Zafiro	Brit. str.	—

## ILOILO.

In port on July 16, 1893.

## MERCHANT SAILING VESSEL.

Bendi	Brit. str.	—
Mindoro	Amer. sh.	—
Strathdoo	Brit. str.	—
White Cross	Brit. str.	—

## CEBU.

In port on July 16, 1893.

## MERCHANT SAILING VESSEL.

Alma	Brit. sch.	—
Aurora	Brit. bge.	—
Dua Pan	Brit. bge.	—
Cam Cion	Ger. bge.	—
E. Baggio	Italian bge.	—
Loch	Brit. bge.	—
Mad. Rickmore	Ger. bge.	—
Sateriano Fanny	Ital. sh.	—
Wellington	Dan. bge.	—

## HONGKONG MARKET PRICES.

Corrected to Saturday, August 5th, 1893.

At 1020 Cash per Dollar Mexican.

## Butcher Meat.

Butcher Meat.	76
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## HOW NEW FASHIONS ARE INTRODUCED.

The year before last, when a well-known beauty married a young Earl, the bride introduced a startling innovation. The bridesmaids who followed in her train, though garbed in the light and dainty fabrics suited to their position and the festive occasion, wore black velvet hats and gloves. Everyone remarked on this fact with surprise. A few years earlier it would have been little short of unlucky for a bride if her attendant maid had appeared in chapeaux of such sombre hue, but somehow the novelty took, and the bridesmaids themselves, as a whole, unanimously decided that it was much less trying to wear a black hat than a white or coloured one. Henceforward the "picture hat" became the mode, and at least three-fourths of the brides in 1892 decided that those bridesmaids should wear the fashionable picturesquely hat of black velvet with ostrich feathers, those being occasionally of a pale hue. Dark green and brown velvets have also been introduced, but all in the same style with the inevitable feathers so favoured by the young Countess. Any really recognised society leader can bring a new style before the public by her personal adoption of it. Witness the Duchess of Portland and her brilliant hostess, who has greatly affected. Formerly marriages were not of special account as button-holes, but as the Duchess appeared on almost every occasion wearing a knot of these pretty blossoms, in a short time an example was followed, and now carnations as button-holes figure in the florist's windows in Regent Street and Bond Street, and are pretty highly priced too. The Princess of Wales is not exactly a leader of fashion, though no one surpasses her in taste in dress, but as she never affects any extreme modes, and is distinctly conservative to plain, comfortable garments and useful tailor-made frocks, there are many society women who outdo her in novelty and splendour. Like the Princess of Wales, who is recognised as the best dressed gentleman in Europe, the Princess knows in a second what she likes and what she does not like, and if a new mode or material is placed before her, she does not please her, nothing induces her to adopt it. In the fashion of hair-dressing our Royal Family is by no means fond of constant change. The Princess of Wales, her three daughters, Princess May of Teck, Princess Louise, Marchioness of Lome, and several others have worn the curled fringes with the greatest constancy, and have scarcely raised or lowered the coil or puff at the back. The young princesses never wear the catogan with its wide loop of ribbon, though very popular with the *debutantes* two or three seasons ago, and not one of them would puff out her hair into the huge aristocratic knot at present known as the "bou chignon." There are some half-dozen aristocratic ladies who by their beauty, spirit and taste lead the way in fashion in dress. Lady, elegant women know that there is no one better calculated to choose what suits them than Georgina, Countess of Dudley, whose long-ears are especially studied, though her costume at any time, in the "Peck Park" on Sunday morning, or at a ball are equally noteworthy. Lady Brooke and the Duchess of Sutherland—both noted beauties and half-sisters—are also pioneers of fashion. Lady Brooke patronising a school of needlework for which she often furnishes excellent designs, whilst the Duchess of Sutherland recently proved her ingenuity by carrying off a prize for a specially designed costume amid hundreds of competitors. The Duchess of Leinster, with her proud regal beauty, Mrs. Cornwallis West, the Countess Grosvenor, Lady Alington, and a few others always seem, too, to be dressed in the most appropriate toilettes on every occasion; but, after all, though these leaders of fashion most certainly set the mode, they themselves so often land an air of distinction to their wear, and have such excellent dress-makers, that it is by no means possible for the every-day run of people to imitate their style with any great degree of success. *Gossip's Saturday Journal.*

## WAS JACOB GROSS A FOOL?

"I can't make one of a party of thirteen," he exclaimed, "some of us will be sure to die within a week." This episode being Jacob Gross, of Batavia, on the 12th of November last. The occasion was a dinner party. When the guests were all seated Gross noticed that there were thirteen at table. The others tried to laugh him out of his superstition, but he insisted that he would not eat as one of a party of thirteen. A fourth guest was therefore added to the number. "Now we're safe," said Gross, and the festivities proceeded. Gross boarded at a hotel in Batavia. Two days later the hotel was burned to ground. The next morning the body of a man was found in the ruins. It was the body of Jacob Gross. Now, this is a curious thing to happen, certainly, but is it more than that? Do you believe there is anything in the common notion that thirteen is an unlucky number? or that Friday is an unlucky day of the week? As much business is done on the 13th of the month as on any other date, and on Friday as on any other week-day. You wouldn't refuse to take thirteen eggs for a dozen if your grocer's scales were correct, do you have more luck on Fridays than on any other day of the seven. No, no, it's all humbug and nonsense. But Gross's superstition had nothing under the sun to be so fatal. Besides, he died as one of fourteen persons, not thirteen. Don't be silly. Understand this: Nature indulges in no special tricks. She kills men without hesitation for violating the laws of life, but not for assembling in groups of thirteen at dinner. Here we have a man who says he is afraid to eat. Why, in Mercy's name, was he afraid to eat? Had he, too, some tale and superstition in his head about bad luck? Not a bit. He had had as much to eat in a thirteen party on Friday if the dinner would only have stayed on his stomach and digested after he got it down. But it wouldn't, and his fear grew out of that. He says, "I had a fullness and tightness at the chest after meals, and such a distressing world as me that I could scarcely eat. This was in the spring of 1887. I felt tired, dull, and heavy, with a sinking sensation at the stomach. My appetite was variable, and I didn't know what to eat. In fact nothing seemed to suit me. There was a feeling of weight and pain over the eyes and at the back of my head. I became very weak, and with this difficulty that I kept on with my work. In this way I continued for twelve months, during which I saw a doctor, and took various medicines; but none of them did me any good, and I grew worse. In June, 1888, I read in the *Derbyshire Times* about a person who had been cured by a medicine called Scott's Emulsion. On the strength of this I got a bottle from my brother, William Tassell, of London, and began taking it. In a short time all pain left me, and I was able to eat and digest my food, and have since been well and strong. I still take the Syrup occasionally and if I feel any sign of my old complaint, a dose or two sets me right. I am a collier, and have worked at Woodland Colliery for over ten years. If you think the publication of this letter might be of use to others, you are at liberty to make that use of it."

(Signed) "JOSEPH TASSALL."  
"Copley, Battersea, Durham."  
"November 6th, 1891."

Now that Mr. Tassall is cured of his ailment, indigestion and dyspepsia, he would probably not refuse an invitation to dine with twelve other "colliers" any day. And in such cases it is ready to guarantee that none of the party will

## Mails.

To Overcome Weakness.—Pope's Quinine and Iron Tonic gives New Life, Appetite, Health, Strength, Energy, Cures Neuralgia, Indigestion, Nervous Debility. Specially useful in hot, depressing climates, or malarious districts. Everyone should keep up strength by taking Pope's Quinine, the world-known English Tonic. Bottles everywhere.

To Cure Skin Diseases.—Sulpholine Lotion quickly drives away Eruptions, Pimples, Blisters, Redness, Eczema, Acne, Disfigurements, Roughness and Scars, &c., leaving a clear, spotless skin and beautiful complexion. Sulpholine is a necessity for the Skin, especially in hot climates. Made in London. Sold everywhere in Shilling Bottles.

To Treat Deaf.—Herbert Clifton's new system of completely curing all forms of Deafness, Head Noises, &c., is being recommended all over the world. Numerous unselected testimonials. Thomas Birchard Esq., of 4, Darnley Street, South Lambeth, S.W., writes (after being a sufferer for 18 years): "I have had my expectations fully fulfilled, as I am now able to hear quite well, and without the least effort, and the terrible noises in head have not appeared again." Pamphlet with full advice sent free. H. Clifton, 51, Upper Kennington Lane, London, S.E.

## Mails.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATA, VIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *SURAT*, Captain R. E. HILL, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 17th August, at Noon, taking Passengers and Cargo for the above Ports, connecting at Bombay with *ORIENTAL*, which Vessel takes on her Cargo for LONDON, via SUEZ CANAL leaving that port on 8th SEPTEMBER, 1893.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. H. JOSEPH, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, August 3, 1893. 1361

## U. S. Mail Line.

## PACIFIC MAIL STEAMSHIP COMPANY.

## VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

China (via Nagasaki, Kobe, Inland Sea, and Yokohama) WEDNESDAY, Aug. 9.

Fern (via Nagasaki, Kobe, Inland Sea, and Yokohama) SATURDAY, Aug. 26.

City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea, and Yokohama) THURSDAY, Sept. 14.

## THE U. S. Mail Steamship CHINA

will be despatched for SAN FRANCISCO, NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on WEDNESDAY, the 9th August, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to Regland, France, and Germany by all Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

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